

REMARKS

This Preliminary Amendment is filed merely to correct a discrepancy between the drawings, which contain Figs. 1A-1C, and the specification, which refer merely to Fig. 1, by amending the specification throughout to refer to Figs. 1A-1C. Attached here to is a marked-up version of the changes made to the specification by the current amendment. The attached pages is captioned **"Version with makrings to show changes made."**

To the extent necessary, Applicants petition for an extension of time under 37 CFR § 1.136. Please charge any shortage in fees due in connection with the filing of this paper, or credit any overpayment of fees, to the deposit account of Antonelli, Terry, Stout & Kraus, LLP, Deposit Account No. 01-2135 (1103.4005100).

Respectfully submitted,

ANTONELLI, TERRY, STOUT & KRAUS, LLP



Robert M. Bauer, Registration No. 34,487

RMB:cas
(703) 312-6600

Attachment

“Version with markings to show changes made.”

[0010] ~~Fig. 1~~ Figs. 1A-1C is a generalized block diagram of a preferred implementation of a transport logistics system according to example embodiments of the invention.

[0011] Fig. 2 is a block diagram showing certain details, including workflows, of an exemplary purchasing module in the preferred implementation shown in ~~Fig. 1~~ Figs. 1A-1C.

[0012] Fig. 3 is a block diagram showing certain details, including workflows, of an exemplary contract administration module in the preferred implementation shown in ~~Fig. 1~~ Figs. 1A-1C.

[0013] Fig. 4 is a block diagram showing certain details, including workflows, of an exemplary optimization module in the preferred implementation shown in ~~Fig. 1~~ Figs. 1A-1C.

[0014] Fig. 5 is a block diagram showing certain details, including workflows, of an exemplary scheduling module in the preferred implementation shown in ~~Fig. 1~~ Figs. 1A-1C.

[0015] Fig. 6 is a block diagram showing certain details, including workflows, of an exemplary tanker planning system (TPS) module in the preferred implementation shown in ~~Fig. 1~~ Figs. 1A-1C.

[0016] Fig. 7 is a block diagram showing certain details, including workflows, of an

exemplary shipment management module in the preferred implementation shown in ~~Fig. 1~~
Figs. 1A-1C.

[0017] Fig. 8 is a block diagram showing certain details, including workflows, of an exemplary financial module in the preferred implementation shown in ~~Fig. 1~~ Figs. 1A-1C.

[0018] Fig. 9 is a block diagram showing certain details, including workflows, of an exemplary data warehouse module in the preferred implementation shown in ~~Fig. 1~~ Figs. 1A-1C.

[0019] Fig. 10 is a block diagram showing certain details, including workflows, of an exemplary provider management module in the preferred implementation shown in ~~Fig. 1~~ Figs. 1A-1C.

[0020] Fig. 11 is a block diagram showing certain details, including workflows, of an exemplary regulations module in the preferred implementation shown in ~~Fig. 1~~ Figs. 1A-1C.

[0029] ~~Fig. 1~~ Figs. 1A-1C is a connectivity diagram showing a preferred implementation of component modules making up the logistics system. Each one of the work process flows in Figs. 2-11 are blow-ups of the individual sections of ~~Fig. 1~~ Figs. 1A-1C showing the integration and interrelationship among the modules in the preferred implementation. (The perimeters of the modules are not shown in ~~Fig. 1~~ Figs. 1A-1C.) The shaded blocks are part of the logistics system and the white blocks represent the external business interests to which the logistics system is networked as explained above. The personnel blocks indicate user terminals at which manual input/output interface of various information is carried out. These user terminals may be of any configuration and connect to the logistics system. Preferably,

they are Internet-enabled devices capable of receiving data in the formats utilized by the logistics system, such as an XML format. These terminals need not be employees of the business interest but may instead be, for example, a third party acting as an agent for the business interest. The non-shipping client's personnel block represent client who are seeking only information (i.e., shipping rates or data reports/data mining) prior to or instead of shipping products. (See, for example, Fig. 30 in the provisional application). Although labeled as logistics provider in ~~Fig. 1~~ Figs. 1A-1C, these blocks refer to carriers running LMS or similar software applications.

[0030] The invention is not limited to the preferred implementation shown in ~~Fig. 1~~ Figs. 1A to 1C-11 and embodiments of the invention may use different implementations. In particular, implementations may not utilize all of the various combinations of modules shown in the preferred implementation and/or may be scalable to allow functionality modules and/or software modules to be incrementally added as resources such as personnel and budgets permit. As an example, three different implementations of logistics system, preferably but not necessarily three different installation phases of the same logistics system are described in Figs. 39-42 in the provisional application.

[0032] Although modules are shown separately in ~~Fig. 1~~ Figs. 1A to 1C-11, in some cases with different databases, the modules and the databases may or may not be hosted on a single computer system and may or may not be independent of each other. The logistics system may be centralized in one or relatively few locations or may be distributed throughout a relatively large number of locations. As will be made clear below, each physical shipment

represents a plurality of different related work process flows, such as a shipment offer, a shipment acceptance, a customs clearance, in the logistics system. Preferably, the logistics system is a large volume logistics system with redundant modules running on multiple computer systems. For example, various databases shown as being separate in ~~Fig. 1~~ Figs. 1A to 1C-11 may be implemented in one large single partitioned database with different interfaces for each software module.